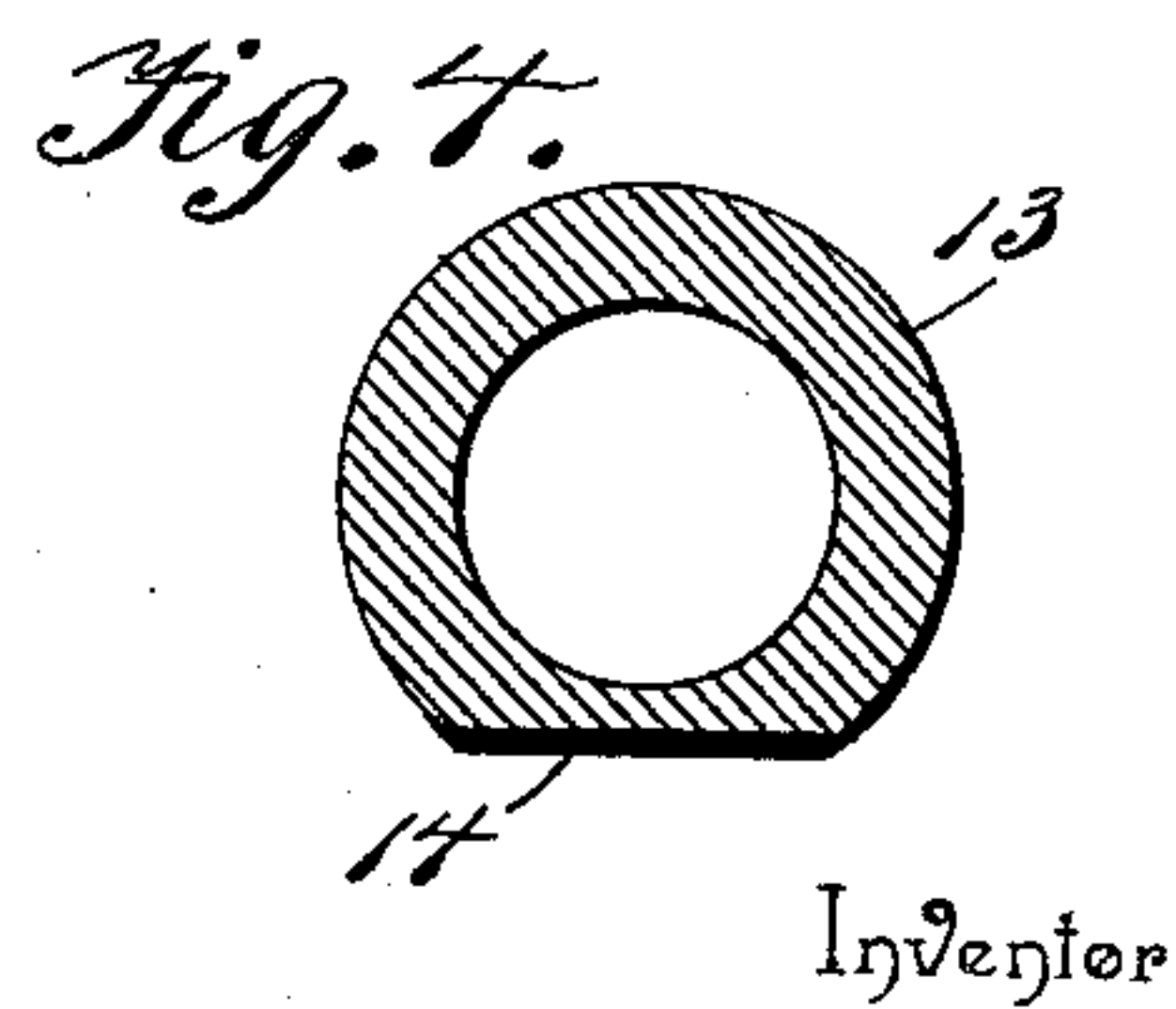
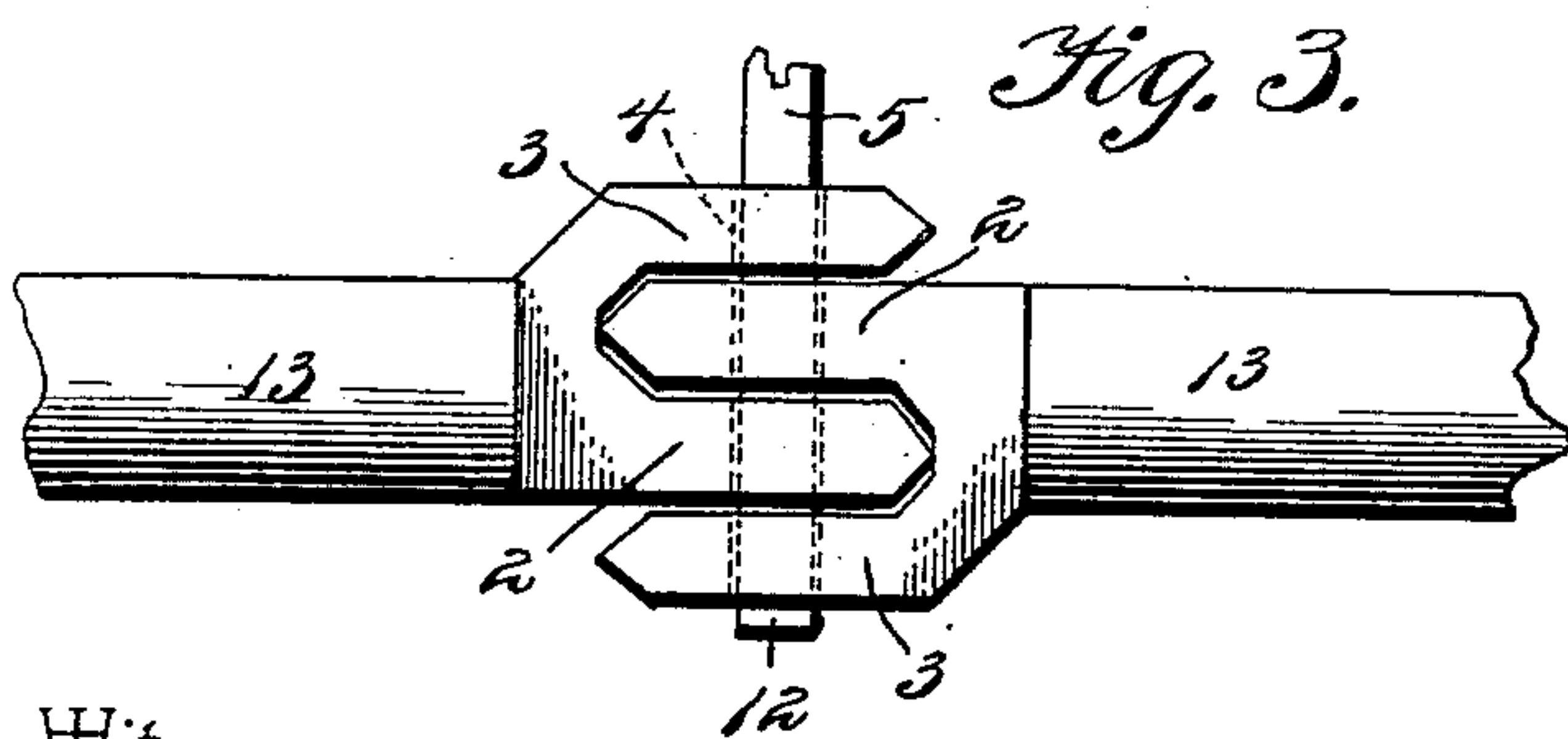
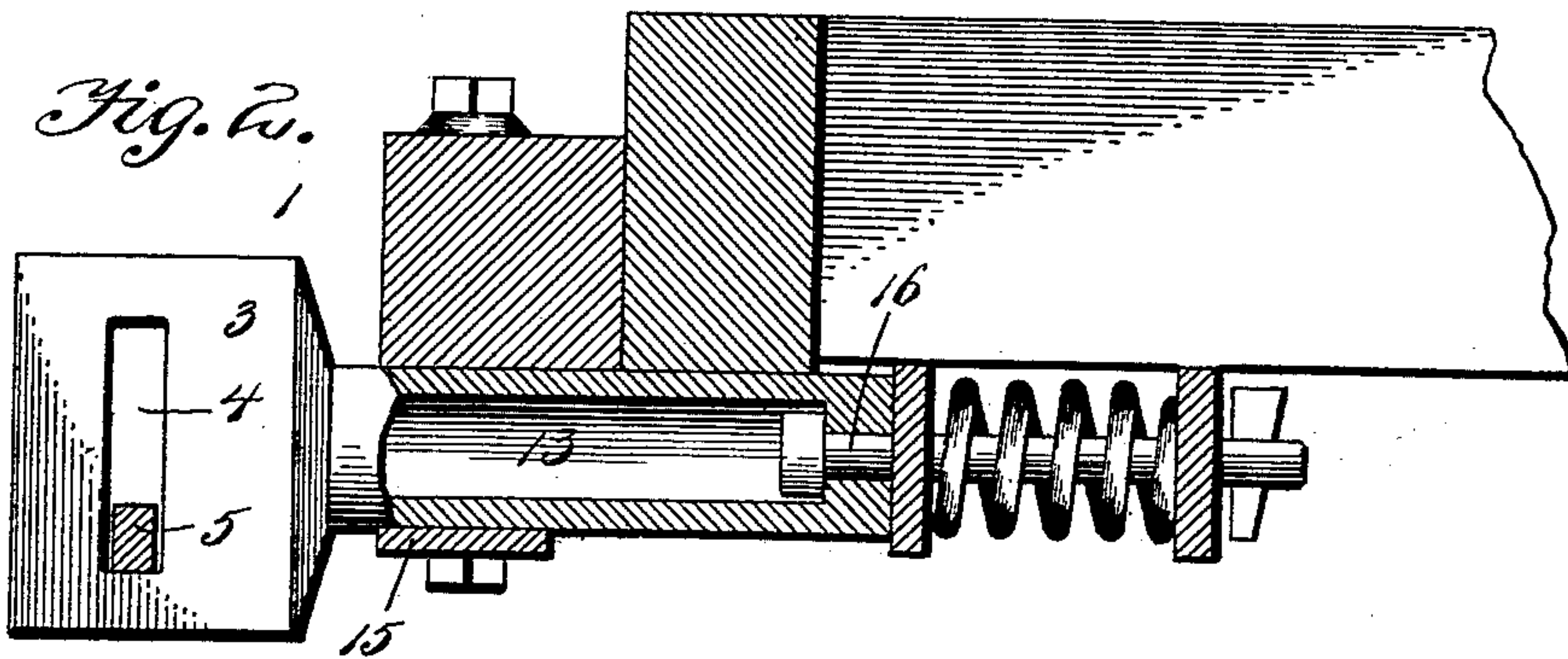
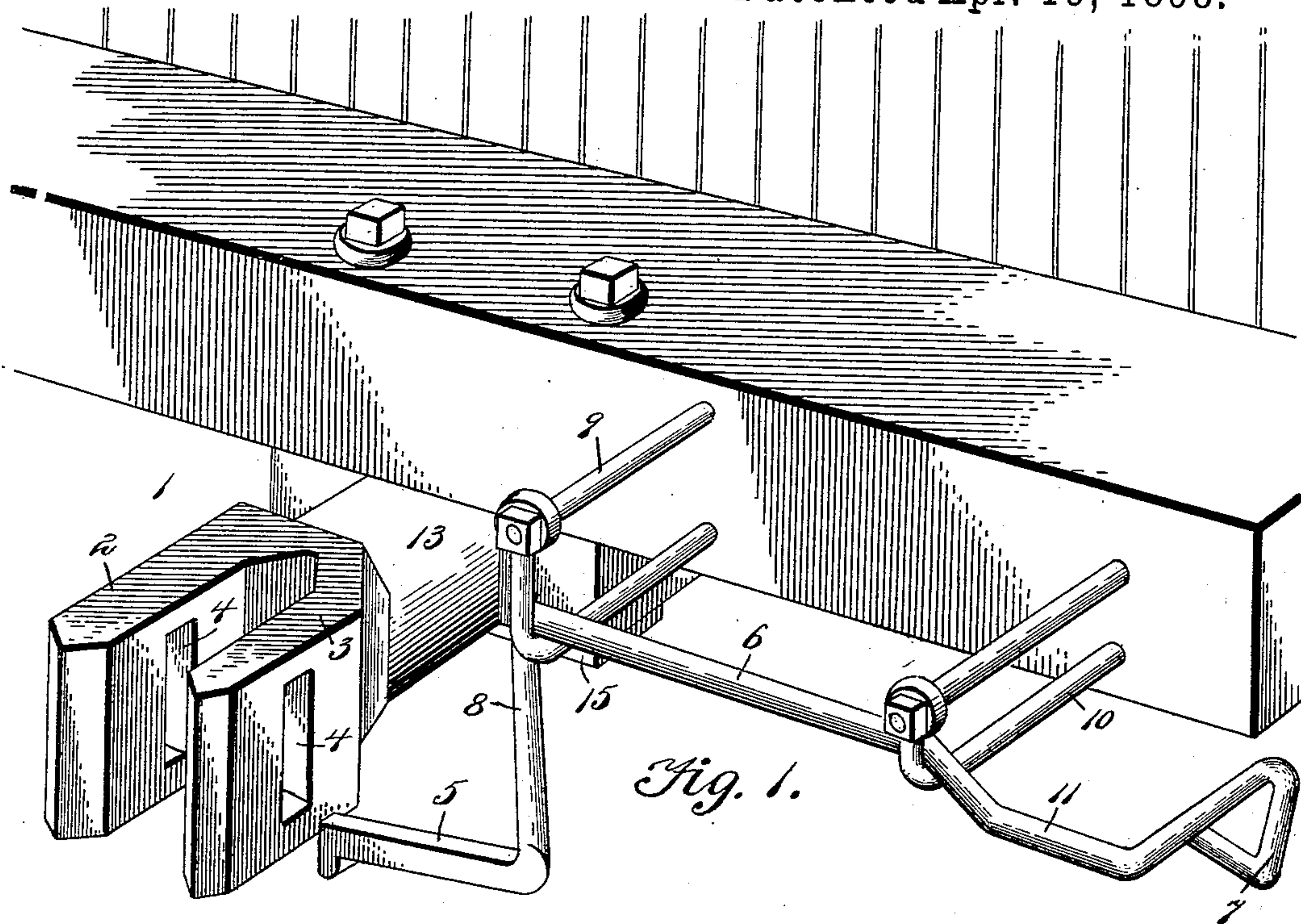


(No Model.)

L. R. WHITING.
CAR COUPLING.

No. 602,493.

Patented Apr. 19, 1898.



Witnesses

Milton O'Connell
J. F. Riley

By his Attorneys,

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UNITED STATES PATENT OFFICE.

LOUIS ROSSELL WHITING, OF TERRELL, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 602,493, dated April 19, 1898.

Application filed April 15, 1897. Serial No. 632,295. (No model.)

To all whom it may concern:

Be it known that I, LOUIS ROSSELL WHITING, a citizen of the United States, residing at Terrell, in the county of Kaufman and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to improve the construction of car-couplings and to provide a simple, durable, and efficient one, capable of operating to couple and uncouple cars without necessitating a person going be-
15 tween them.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and
20 pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with the present invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a de-
25 tail plan view showing two draw-heads coupled. Fig. 4 is a transverse sectional view.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

30 1 designates a draw-head provided with a vertical opening extending inward from its outer end and forming a pair of vertical parallel jaws 2 and 3, varying in thickness, one being slightly thicker than the other and being located at a different distance from the
35 central line of draft. The outer edges of the vertical jaws 2 and 3 are beveled, and the inner end of the opening between the jaws is correspondingly shaped to conform to the con-
40 figuration of a jaw of another draw-head when the parts are coupled, as illustrated in Fig. 3 of the accompanying drawings.

The jaws 2 and 3 are provided with corresponding vertical slots 4, which register, and
45 two draw-heads are coupled, as illustrated in Fig. 3, by a transverse coupling-pin 5, which passes through the registering slots of both draw-heads. The coupling-pin 5, which is rectangular in cross-section, consists of an
50 arm of an operating-rod 6 and is formed integral with the latter. The operating-rod 6, which is provided at its outer end with a han-

dle 7, has its inner portion angularly bent to offset the coupling-pin portion or arm 5 down-
wardly, and the said coupling-pin portion or
55 arm 5 is connected with the shank or body portion of the operating-rod by the arm or portion 8, which is arranged substantially at right angles to the coupling-pin and the shank or body forming an L-shaped portion
60 at the inner end of the operating-rod. The shank or body of the operating-rod is supported by inner and outer keepers 9 and 10 and is provided near the handle 7 with a de-
65 pending bend 11, forming oppositely-inclined sides adapted to engage the outer guide, whereby the operating-rod is held in engage-
ment with the draw-heads and is retained out of such engagement. The inclined shoul-
70 ders formed by the bend 11 are adapted to slide readily over the outer keeper when sufficient force is applied, and they form an efficient locking device which can be readily ma-
nipulated by a train-hand. The keepers 9
75 and 10 are rectangular, and each consists of an upper arm or bar and a lower arm or bar having its outer portion bent upward at right angles and secured to the upper arm or bar.

The coupling-pin is provided at its outer end with a depending lug 12, which forms a
80 stop, and when the coupling-pin is arranged in the openings of two draw-heads the operating-rod is supported by the outer keeper and is arranged out of contact with the inner one, whereby it is adapted to accommodate
85 itself to the vibrations of the draw-head.

The handle 7, which is located at one side of the car, enables the arm or coupling-pin 5 to be thrust through the openings of two draw-heads without necessitating a train-
90 hand going between the cars, and the latter may be uncoupled also from that point.

The shank 13 of the draw-head is round at its top and sides and is provided with a flat bottom face 14, which rests upon the carrier
95 iron or strap 15, and when it is desired to couple the draw-head with an ordinary pin-and-link draw-head it is rotated to bring the opening and the jaws 2 and 3 to a horizontal position. It is then adapted to receive an
100 ordinary coupling-link, and a coupling-pin may be arranged in the slots 4. The shank of the draw-head is adapted to rotate on the draft-bolt 16, which is connected with the car

in the ordinary manner and which has the usual cushioning-spring disposed on it.

It will be seen that the car-coupling is simple, strong, and durable, that it will enable
5 cars to be coupled and uncoupled without going between them, and that it is adapted to be arranged for coupling with an ordinary pin-and-link car-coupling.

What I claim is—

10 1. In a car-coupling, the combination with a car, of a draw-head mounted thereon and provided with vertical jaws having transverse slots, a pair of rigid keepers mounted on the car at one side of the draw-head, and an op-
15 erating-rod constructed of a single piece of rod metal, loosely arranged in the said keepers and provided at its inner end with an integral L-shaped portion adapted to engage the inner keeper and forming a horizontal
20 coupling-pin 5, provided at its outer end with a depending lug to engage the draw-head, the outer end of the rod being bent to form a handle, substantially as described.

2. In a car-coupling, the combination with

a car, of a draw-head mounted thereon and
25 provided with a pair of vertical jaws having transverse slots, a pair of rigid keepers extending from the car at one side of the draw-head, and an operating-rod constructed of a
30 single piece of rod metal and provided at its inner end with an integral L-shaped portion forming a coupling-pin and provided at the outer end of the latter with a depending lug to engage the draw-head, said rod being pro-
35 vided at its outer portion with a depending bend 11 forming opposite inner and outer inclined shoulders adapted to engage the outer keeper and capable of sliding readily over the same, substantially as and for the purpose described. 40

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

LOUIS ROSSELL WHITING.

Witnesses:

SHELTON F. LECKE,
H. GALBRAITH.